

Figure 3

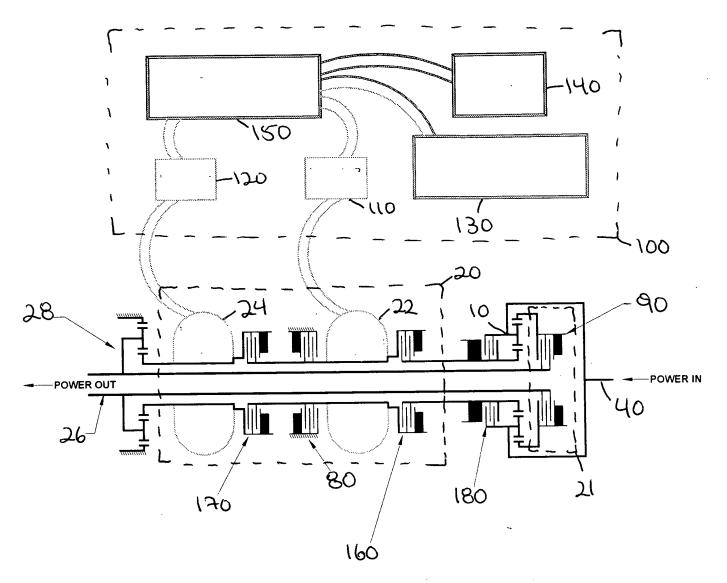


Figure 4

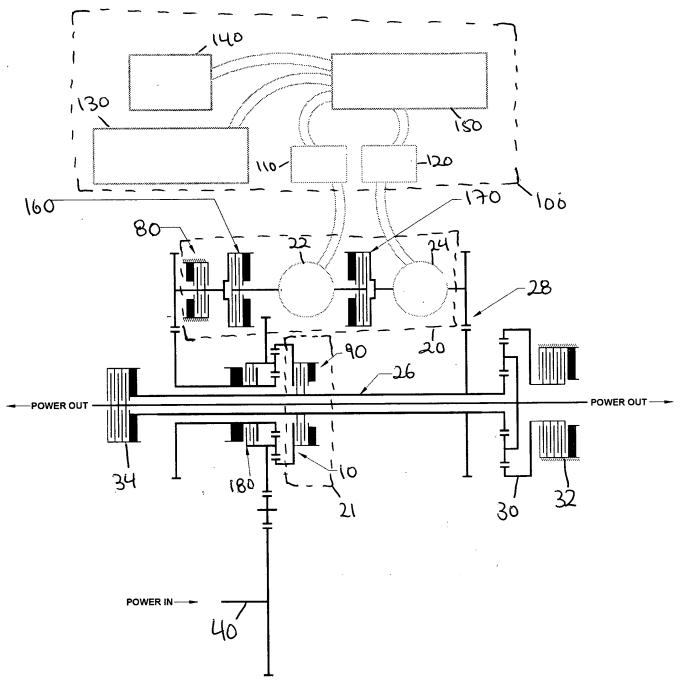
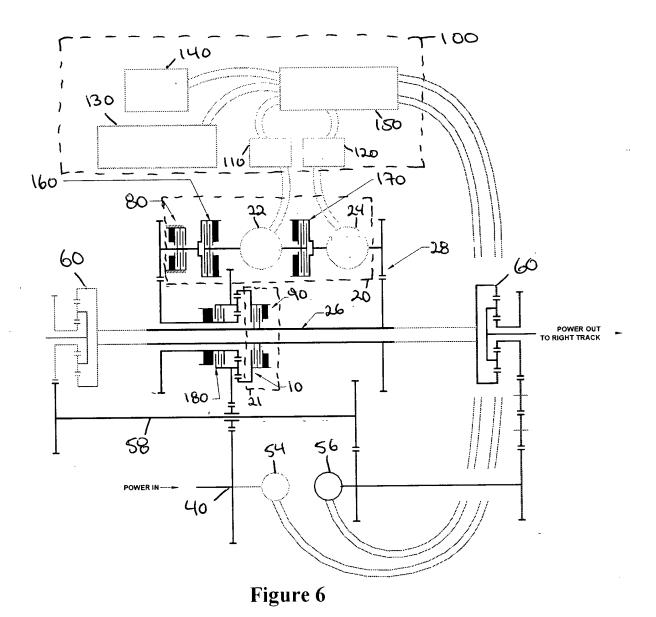


Figure 5



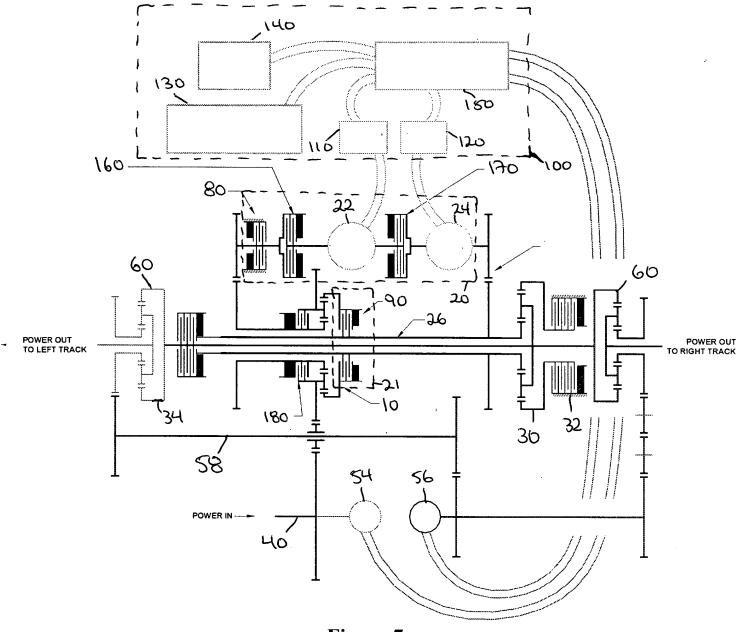


Figure 7

Figure 8

Forward: FULL ELECTRICAL FULL ELECTRICAL FULL ELECTRICAL FULL ELECTRICAL FULL ELECTRICAL FULL ELECTRICAL FULL MECHANICAL FULL MECHANICAL FULL MECHANICAL FULL ELECTRICAL FULL ENGINE BRAKING FULL ENGINE FULL	Ō	Operation Mode		Batt / Cap Bank Status		Clutches Engaged:	Engaged:			
130 / 140 130 / 140 130 140 130 140 170					Engine Operation Required?	Lockup	Mech Drv	Gen Input	Gen Output	Split Speed
Forward: Forward: 430 / 140 80 90 170 FOUL ELECTRICAL 2-MOTOR Draining Y Y Y FULL ELECTRICAL+ 2-MOTOR + ENGINE Draining Y Y Y FULL ELECTRICAL+ 2-MOTOR + ENGINE Charging Y Y Y FOLIA ELECTRICAL EMCVT Charging Y Y Y PARALLEL EMCVT Charging Y Y Y Reverse: FULL BECTRICAL 2-MOTOR REVERSE Draining Y Y Y FOLL ELECTRICAL 2-MOTOR REVERSE Draining Y Y Y Y Reverse: FULL ELECTRICAL 2-MOTOR REVERSE Charging (Heavy Y Y Y BARAING EMCVT REVERSE Charging (Heavy Y Y Y BARAING Charging (Heavy BRAKING HMCVT BRAKING Charging (Light Braking) Y Y FULL ENGINE BRAKING EMCVT REVERSE Fully Charged					•	Brake	Clutch	Clutch	Clutch	Clutch
Forward: Forward: Praining Y P FULL ELECTRICAL 2-MOTOR + ENGINE Draining Y Y FULL ELECTRICAL + 2-MOTOR + ENGINE Draining Y Y ECONOMY 1-MOTOR Charging Y Y Y PARALLEL EMCVT Charging Y Y Y Y FULL MECHANICAL EMCVT Charging Y <th></th> <th></th> <th></th> <th>130 / 140</th> <th></th> <th>80</th> <th>90</th> <th>160</th> <th>170</th> <th>180</th>				130 / 140		80	90	160	170	180
FULL ELECTRICAL 2-MOTOR Draining Y Y FULL ELECTRICAL + ENGINE 2-MOTOR + ENGINE Draining Y Y ECONOMY 1-MOTOR Charging Y Y Y FULL MECHANICAL EMCVT Charging Y Y Y FULL MECHANICAL ENGINE Charging Y Y Y FULL ELECTRICAL 2-MOTOR REVERSE Draining Y Y Y FULL ELECTRICAL 2-MOTOR REVERSE Charging (Heavy Y Y Y PARALLEL EMCVT REVERSE Charging (Heavy Y Y Y BARALING BRAKING Charging (Light Braking) Y Y Y LIGHT REGEN HMCVT BRAKING Charging (Light Braking) Y Y Y FULL ENGINE BRAKING ENGINE BRAKING Fully Charged Y Y Y FULL ENGINE BRAKING ENGINE BRAKING Fully Charged Y Y Y FULL ENGINE BRAKING ENGINE BR	F.	ırward:								
FULL ELECTRICAL + 2-MOTOR + ENGINE Draining Y Y ENGINE 1-MOTOR Draining Y Y Y AFALLEL EMCVT Charging Y Y Y Y FULL MECHANICAL EMCVT Charging Y Y Y Y FULL ELECTRICAL 2-MOTOR REVERSE Draining Y	<u>-</u>	JLL ELECTRICAL	2-MOTOR	Draining					>	
ECONOMY 1-MOTOR Draining Y	-	JLL ELECTRICAL + NGINE	2-MOTOR + ENGINE	Draining	>		>		>	,
PARALLEL EMCVT Charging Y X Y X Y X Y X		CONOMY	1-MOTOR	Draining						
FULL MECHANICAL ENGINE Charging Y Y Y Y Y Y Y X Y Y X Y<	ı	ARALLEL	EMCVT	Charging	\		>	٨		
Reverse: Reverse: Processes	1	JLL MECHANICAL	ENGINE	Charging	Υ	Υ	٨	٨		
FULL ELECTRICAL 2-MOTOR REVERSE Draining /	œ	everse:								
ECONOMY 1-MOTOR REVERSE Draining / Y Y PARALLEL EMCVT REVERSE Charging Y Y Y Braking: 2-GENERATOR Charging (Heavy) Y Y MAXIMUM REGEN 2-GENERATOR Charging (Light Braking) Y Y LIGHT REGEN BRAKING Charging (Light Braking) Y Y PARALLEL HMCVT BRAKING Charging + Engine Y Y FULL ENGINE BRAKING ENGINE BRAKING Fully Charged Y Y FULL ENGINE BRAKING: ENGINE BRAKING Fully Charged Y Y Engine Starting: With Vehicle Stopped Partially Charged Starting Y OUTPUT IN MOTION Vehicle in Motion Partially Charged Starting Y	1 F	JLL ELECTRICAL	2-MOTOR REVERSE	Draining					>	
PARALLEL EMCVT REVERSE Charging Y<		CONOMY	1-MOTOR REVERSE	Draining	,					
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MAXIMUM REGEN 2-GENERATOR Charging (Heavy) Y LIGHT REGEN BRAKING Charging (Light Braking) Y Y PARALLEL HMCVT BRAKING Charging + Engine Y Y Y FULL ENGINE BRAKING ENGINE BRAKING Fully Charged Y Y Y Engine Starting: With Vehicle Stopped Partially Charged Starting Y Y OUTPUT STOPPED With Vehicle in Motion Partially Charged Starting Y Y	B	aking:								
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PARALLELHMCVT BRAKINGCharging + EngineYYFULL ENGINE BRAKINGENGINE BRAKINGFully ChargedYYFULL ENGINE BRAKINGFully ChargedYYEngine Starting:OUTPUT STOPPEDWith Vehicle StoppedPartially ChargedStartingOUTPUT IN MOTIONVehicle in MotionPartially ChargedStartingY		GHT REGEN	1-GENERATOR BRAKING	Charging (Light Braking)						
FULL ENGINE BRAKING ENGINE BRAKING Fully Charged Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y CUTPUT IN MOTION Vehicle in Motion Partially Charged Starting Y Y		ARALLEL		Charging + Engine Braking	>		>			
Engine Starting: With Vehicle Stopped Partially Charged Starting OUTPUT STOPPED With Vehicle Stopped Partially Charged Starting		JLL ENGINE BRAKING	ENGINE BRAKING	Fully Charged	٨	٨	٨	14.55		
OUTPUT STOPPED With Vehicle Stopped Partially Charged Starting COUTPUT IN MOTION Vehicle in Motion Partially Charged Starting	Er	ngine Starting:								
OUTPUT IN MOTION Vehicle in Motion Partially Charged Starting	<u>0</u>	UTPUT STOPPED	With Vehicle Stopped	Partially Charged	Starting			λ		>
	2 0	UTPUT IN MOTION	Vehicle in Motion	Partially Charged	Starting			λ		>

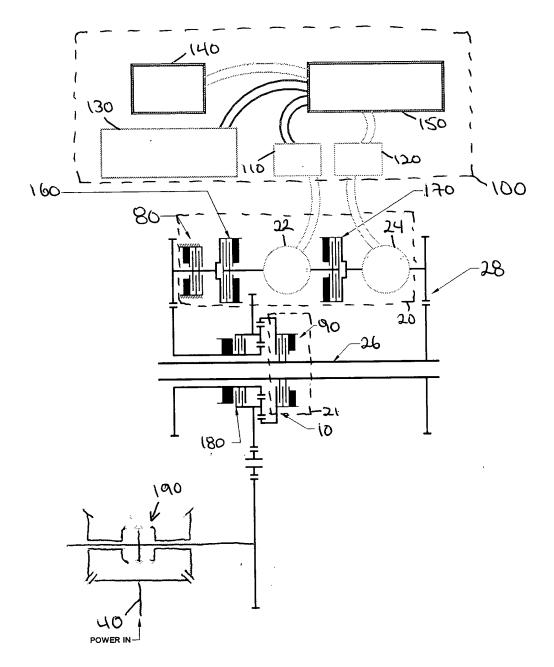


Figure 9